

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Application of:

STRAUB, PHILIP I., et al

Serial No. :

Filed:

COCKPIT INSTRUMENT PANEL
SYSTEMS AND METHODS WITH
REDUNDANT FLIGHT DATA DISPLAY

Group Art Unit No.

Examiner:

EXPRESS MAIL NO. EL 970300240 US

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

PRELIMINARY REMARKS

Applicant respectfully requests that the Examiner consider these preliminary remarks during his examination of the above-identified application. These preliminary remarks accompany a continuation application of parent application No. 10/086,783. The continuation includes new claims and previously presented claims which were rejected by the Examiner in the parent application in an Office Action dated November 17, 2003.

In the November 17, 2003 Office Action, the Examiner rejected claims 1 and 4-6, which are renumbered in this continuation application as claims 1-4, in view of several references describing the Honeywell Epic cockpit system. Applicant respectfully submits that claims 1-4, as well as new claims 5-21, distinguish the present invention from the Honeywell references and all other prior art references of record.

Claim 1 recites a multi-function display including, among other limitations, a "bezel having controls located thereon which are adapted for controlling communication devices, navigational devices, and equipment sensors" and a "display adjacent to the bezel to automatically provide a graphical back-up presentation...upon the failure of one or more primary instrument displays."

In contrast, the multi-function displays of the Honeywell Epic cockpit system include no bezel, but instead incorporate flat panel active matrix liquid crystal type

displays. As illustrated in the Honeywell articles, such displays are designed to be flush-mounted in a cockpit control panel and thus require no bezels. Moreover, because the Honeywell displays have no bezels, they likewise have no controls located on the bezels for controlling communications devices, navigational devices, and equipment sensors as required by claim 1. In contrast, the various devices of the Honeywell Epic System are controlled by a computer mouse or a touch-screen input. The Honeywell articles do disclose that switches, knobs, and other conventional control devices can be used, but these controls are certainly not located on a bezel of a display because no such bezel is provided.

The Honeywell articles also do not disclose or suggest a display “to automatically provide a graphical back-up presentation of a set of important flight information data...upon the failure of one or more primary instrument displays.” In fact, nothing in the Honeywell articles even refers to back-up displays for use upon the failure of primary displays. Instead, the Honeywell Epic cockpit system includes two redundant multi-function displays which both simultaneously display flight information data. The Honeywell articles do not disclose or suggest that either of the displays can operate in a back-up mode to automatically provide a graphical back-up presentation of a set of important flight information upon the failure of one or more primary instruments displays as required by claim 1. The Honeywell Epic cockpit system actually teaches away from the concept of a single back-up display to automatically provide a back-up presentation of important flight information upon the failure of a primary instrument display because a back-up display is simply not needed when two redundant displays are provided.

Independent claim 13 recites a single back-up display and a bezel surrounding the display with controls located thereon and is therefore allowable for the same reasons as set forth above. The other pending claims depend directly or indirectly from claims 1 and 13 and therefore should also be in allowable condition.

In view of the foregoing, Applicant respectfully submits that claims 1-21 distinguish the present invention from all of the known prior art references of record and therefore requests a corresponding notice of allowance.

In the event of further questions, the Examiner is urged to call the undersigned. Any additional fee which might be due in connection with this application should be

applied against Deposit Account No. 19-0522.

Respectfully submitted,

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